

B. P. TAYLOR,  
Steamer.

Lighters and Steam Launches  
Supplied.

ILOILO, PHILIPPINE ISLANDS.

# The Hongkong Telegraph.

報新 ESTABLISHED 1881. 電港

THE UNITED ASBESTOS  
ORIENTAL AGENCY.  
Sole Agents for the  
UNITED ASBESTOS CO.  
LIMITED, LONDON.  
DODWELL & CO., LIMITED  
General Managers.

NEW SERIES No. 3026. 日八廿月三年八十二號

MONDAY, MAY 5, 1902.

一拜禮

號五月五英港香

THIRTY DOLLARS  
PER ANNUM.

## BANKS.

THE YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1850.

CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... " 18,000,000  
CAPITAL UNCALLED ..... " 6,000,000  
RESERVE FUND ..... " 8,710,000

Head Office—YOKOHAMA

Branches and Agencies:  
TOKIO, KOBE,  
NAGASAKI, LONDON,  
LYONS, NEW YORK,  
SAN FRANCISCO, HONOLULU,  
BOMBAY, SHANGHAI,  
TIENTIN, NEWCHWANG,  
PEKING.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LTD.,  
PARKS' BANK, LTD.,  
THE UNION BANK OF LONDON, LTD.,  
HONGKONG BRANCH—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.  
On fixed deposits for 12 months at 5 per cent.

" " 4 /

" " 3 /

TARO HODSUMI,

Manager.

Hongkong, 27th March, 1902.

HONGKONG AND SHANGHAI  
BANKING CORPORATION.  
PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND ..... \$10,000,000  
Sterling Reserve ..... \$10,000,000  
Silver Reserve ..... \$4,250,000  
RESERVE OF DIRECTORS ..... \$10,000,000

COURT OF DIRECTORS:  
R. SHEWAN, Esq., Chairman.  
Hon. J. J. BELL-IRVING, Deputy Chairman.

A. Haupt, Esq.  
E. Goez, Esq.  
G. H. Medhurst, Esq.  
D. M. Moses, Esq.  
A. J. Raymond, Esq.

Hongkong—J. R. M. SMITH, Esq.

MANAGER:

Shanghai—H. M. BEVIS, Esq.

LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.  
per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2½ per cent. per annum.  
For 6 months, 3 per cent. per annum.  
For 12 months, 4 per cent. per annum.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st May, 1902.

GUARANTY TRUST COMPANY OF  
NEW YORK.  
(AMERICAN BANK).

ESTABLISHED 1864.

PAID UP CAPITAL ..... U.S. Gold.  
SURPLUS AND UNDIVIDED PROFITS \$4,758,000

TOTAL ..... \$6,758,000

Head Office: NEW YORK.

Directors:

Samuel D. Babcock, Adrian Iselin Jr.,  
George F. Baker, James N. Jarvie,  
August Belmont, Augustus D. Juilliard,  
George S. Bowdoin, Richard A. McCurdy,  
Frederic Cromwell, Levi P. Morton,  
Walter R. Gillette, Walter G. Oakman,  
E. H. Harriman, Alexander E. Orr,  
G. G. Haven, Henry H. Rogers,  
R. Somers Hayes, H. McK. Twombly,  
Charles R. Henderson, F. W. Vanderbilt,  
Harry Payne Whitney,

Walter G. Oakman, President.  
Adrian Iselin Jr., Geo. R. Turnbull,  
Vice President, and Vice President.  
Henry A. Murray, John Gault, Manager,  
3rd Vice President, Foreign Dept.  
Wm. C. Edwards, E. C. Hebbard,  
Treasurer, Secretary,  
F. C. Harriman, R. C. Newton,  
Assistant Treasurer, Trust Officer.

London Committee:  
Arthur John Fraser, (Chairman).  
Donald C. Haldeman,  
Honorable Levi P. Morton.

LONDON OFFICE:  
33 and 35, Lombard Street, E.C.  
F. C. Bishop, Manager, Eastern Department.

London Bankers:  
PARIS BANK, LIMITED.

Hongkong Office:  
4, DES VŒUX ROAD.  
General Banking and Exchange business  
transacted.

INTEREST ALLOWED:  
On Current Accounts at 2½ per annum.  
On Fixed Deposits:

For 3 months, 2½ per annum,  
" 6 " 3½ " " 12 " 4 " N. G. EVANS,  
" 12 " 4 " " 12 " Acting Manager.

Hongkong, 10th April, 1902.

[12d]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3½ PER

CENT per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st May, 1902.

[14]

THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorised Capital ..... £1,000,000

Paid up Capital ..... £324,374

HEAD OFFICE—HONGKONG.

Board of Directors—

Chair Kit Shan, Esq. C. Ewens, Esq.  
Chow Tung Shang, Esq. Julius Focke, Esq.  
Chief Manager.

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5%

Hongkong, 3rd May, 1902.

[15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL ..... Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Taicuttia Hankow

Tientsin Taingtau (Kiautschou)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION BANK OF LONDON, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted

H. SCHOTTLAENDER,

Manager.

Hongkong, 15th April, 1902.

[16]

Interest allowed on CURRENT  
ACCOUNT at the rate of 2 per cent. per  
annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.

" 6 " 3½ " 3 "

" 3 " 2½ " 2 "

T. H. WHITEHEAD,

Manager.

Hongkong, 9th July, 1901.

[17]

HONGKONG

HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 14th November, 1900.

[16]

## Mails.

PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY.

(o)

FOR STEAMERS CAPTAINS TO SAIL REMARKS

SHANGHAI Ballaarat R. A. Peters About 9th May Freight or Passage.

LONDON, &c. Coromandel C. W. Bennett Noon, 10th May Freight or Passage.

LONDON via Japan C. Talbot Noon, 15th May Freight or Passage.

YOKOHAMA Formosa B. H. W. Snow About 17th May Freight or Passage.

(See Special Advertisement.)

Via SHANGHAI, MOJI and KOBE. (Passing through the Island Sea).

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 1st May, 1902.

IMPERIAL GERMAN MAIL LINE.  
NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

(o)

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIMORE PORTS

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Stammers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.  
PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING. DATES.  
PRINZESS IRENE ..... WEDNESDAY, 14th May.  
PRINZ REGENT LUFTPOLD ..... WEDNESDAY, 28th May.  
PREUSSEN ..... THURSDAY, 12th June.  
HAMBURG ..... THURSDAY, 26th June.  
PRINZ HEINRICH ..... THURSDAY, 10th July.  
SACHSEN ..... THURSDAY, 24th July.  
KIAUTSCHOU ..... THURSDAY, 7th August.  
BAVARIA ..... THURSDAY, 21st August.  
KONIG ALBERT ..... THURSDAY, 4th September.  
PRINZESS IRENE ..... THURSDAY, 18th September.  
DARMSTADT ..... WEDNESDAY, 1st October.  
PREUSSEN ..... WEDNESDAY, 15th October.  
HAMBURG ..... WEDNESDAY, 29th October.  
KARLSRUHE ..... WEDNESDAY, 12th November.

\* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 14th day of May, 1902, at NOON, the Steamer "PRINZESS IRENE," of the NORDDEUTSCHER LLOYD, Captain G. Dannemann, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, or MONDAY, the 12th May, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 13th May, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 13th May.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 30th April, 1902.

MELCHERS & CO., AGENTS.

[6]

## Intimations.

LANE, CRAWFORD & CO.

SHIPCHANDLERS AND SAILMAKERS.

DECK and ENGINE STORES of every description, of the best quality and at most reasonable rates.

Hubbuck's Paints and Oils, Hubbuck's Turpentine.

Sir Chas. Price's Compound Engine Oil.

Crane's Cylinder Oil.

"Glenfield" Boiler Fluid. "Zynkara" Boiler Fluid.

American "Valvoline."

Soapstone for Topsides, &c., &c., Boot-topping in two shades.

Baxters All long flax Canvas (the best in the market).

Gourook All long flax Canvases and Grass Bleached Canvas.

Woodberry Canvas and Duck.

Ships Upholstery a speciality, attended to by experienced European Assistants.

## Intimations.

To-day's  
Advertisements.

## PUBLIC AUCTION.

I THE Underwriters have received instructions from the official receiver to sell by PUBLIC AUCTION,

SATURDAY, the 10th May, at Noon.

YAPMATHI.

The Steam Launch "CHOW FO" built of Teakwood, in good working order as she now lies off YAPMATHI.  
Length 61 feet, Beam 11 feet, Depth 5 feet 6 inches. Engines compound, non-condensing 440 H.P. Cylinder 7½ x 11 P. Cylinder 11 x 12 Stroke 8". Boiler - 11 certificate to carry 1000 lbs. diameter 4 feet, length 4 feet, 2 inches. A Steam Launch will leave BLAKE PIER at 11.45 A.M. to convey intending purchasers.

TERMS.—As Usual.

HUGHES & HOUGH,  
Government Auctioneers,  
Hongkong, 5th May, 1902.

[53d]

## NOTICE.

THE OFFICES OF THE HONGKONG  
TELEGRAPH CO., LIMITED, have  
now been REMOVED to No. 35, QUEEN'S  
ROAD CENTRAL.

Hongkong, 28th April, 1902.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED,  
FOR SWATOW,  
THE Company's Steamship

## THALES.

Captain Robson, will be despatched for the above Port, TO-MORROW, the 6th instant at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAK & CO.,  
General Managers,

Hongkong, 5th May, 1902.

[53d]

## NOTICE TO CONSIGNEES.

STEAMSHIP "DUKE OF FIFE,"  
FROM TACOMA, VICTORIA, YOKO-  
HAMA, KOBE, MOJI AND  
SHANGAI.

The above Steamer having arrived, Consignees of cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods thereupon.

Cargo impeding the discharge of the vessel will be landed and stored at Consignee's risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,  
Agents,

Hongkong, 5th May, 1902.

[53d]

Throughout the Manufacture of this justly celebrated brand of Table Waters all ingredients used are guaranteed of purest quality. The machinery used is the most modern type and we have gone to great expense to erect our plant on latest scientific principles which has such a great advantage over the old process of natural labour still in vogue through the Colony, thereby further ensuring the purity of our products.

The Manufactory is under the personal supervision of a QUALIFIED ENGLISH CHEMIST, who has devoted years to bring this branch of the trade to perfection.

The Water used is analysed daily to ensure of its absolute purity, and when we say that our method of manufacture has been approved by Sanitary and Medical Authorities, it is in itself a sufficient guarantee.

WALKINS,  
LIMITED,  
66, QUEEN'S ROAD, CENTRAL.

Hongkong, 5th May, 1902.

GREEN ISLAND CEMENT COMPANY  
LIMITED.

PORTLAND CEMENT.

500 bags of 50 lb. Net ex Factory,  
\$5.50 per bag of 250 lbs.

2000 CAN. TONES & CO.,  
General Managers,

Hongkong, 5th May, 1902.

[53d]

BARNES' 20<sup>th</sup> CENTURY ENTERTAINERS  
BIOGRAPH CO.

HAVE ARRIVED BY THE S.S. "ROSETTA MARU" AND WILL POSITIVELY OPEN ON

THURSDAY, 8TH MAY, at the THEATRE ROYAL.

WITH THE FOLLOWING TALENTED ARTISTS:-

Mrs. ROSA EARNES, American Queen of Illustrated Song; Mr. HARRY GRAY, Laughing Eccentric and Character Comedian; Miss MALVENA MOORE, Character Dancer; Par Excellence; Mr. JOHN R. BEVNOLES, Rag Time Comedian; Miss AGNES FREED, the California Nightingale; DON FRANCES and FRANK FRANCES, the Musical Team; Madame WEEK, America's Whistling Soloist; Mr. TOM'QUEEN, the Chinese General; Miss MARIE BARTON, the Piquante Soubrette; and Mr. JOE SOMERS, Solo Pianist and Musical Director.

THE BIOGRAPH  
showing all the latest stirring scenes from South Africa  
during the war.

USUAL PRICES. BOX PLAN AT ROBINSON CO., LIMITED.

HARRY GRAY, Business Manager.

[53d]

THE TWO POPULAR  
SCOTCH WHISKIES

ARE THE CELEBRATED

"HOUSE OF COMMONS"

Better known as

"Black and White"

[White Seal]

AND

BUCHANAN BLEND

[Red Seal]

Distillers by Appointment to

His Majesty the King

SOLE AGENTS:  
LANE, CRAWFORD & CO.,  
HONGKONG.

[54d]

BANJOS  
STEWART AND BAUER'S  
"02th Century" and "Thoroughbred"  
also

"WASHBURNS."  
MANDOLINES, GUITARS,  
STRINGS, FITTINGS, REPAIRS

THE ROBINSON PIANO CO., LIMITED

Hongkong, Shanghai & Singapore.

[55d]

Hongkong, 28th January, 1902.

## Intimation.

A. S. WATSON  
AND CO., LTD.

ESTABLISHED A.D. 1841

## WINE AND SPIRIT MERCHANTS.

SCOTCH - - -  
WHISKY.

E  
WATSON'S VERY  
OLD LIQUEUR  
SCOTCH WHISKY.

Our Celebrated E LIQUEUR WHISKY is a blend of the best WHISKIES distilled in Scotland. It is of great age, very fine and mellow. Its superior quality has established its reputation as THE LEADING SCOTCH WHISKY IN THE EAST.

PER DOZEN \$15.

per case per dozen bottles

A.—THORNE'S BLEND,  
White Capsule, \$10.80 \$0.90

B.—WATSON'S GLENDRY

MELLOW BLEND, Blue Cap-

sule, with Name and Trade

Mark, 10.80 0.90

C.—WATSON'S ABERLOUR-

GLENLIVET, Red Capsule, with

Name and Trade Mark, 12.00 1.00

D.—WATSON'S H. K. D.

BLEND of the FINEST SCOTCH

MALT WHISKIES. Violet Cap-

sule, 14.40 1.20

DANIEL CRAWFORD'S

FINEST VERY OLD SCOTCH

WHISKY, 14.40 1.20

A. S. WATSON & Co.,  
LIMITED,

The Hongkong Dispensary.

THE Hongkong Telegraph

HONGKONG, MONDAY, MAY 5, 1902.

## NOTES AND COMMENTS.

## The Water Famine.

We were pleased on Saturday to publish His Excellency's expression of sympathy with the community for the sufferings occasioned by the water famine, but we cannot agree that the Government is sparing neither trouble nor expense to remedy matters as far as possible. We could take any member of the Government service and show him thousands, nay, millions of gallons of excellent water running to waste in the New Territory within easy distance of Hongkong, where water boats could easily be filled by a pipe run down to the shore.

We trust this water is being utilised, instead of three, water stations could be established and kept supplied and the want of water would be rendered much less of a burden to the poorer classes. There is plenty of water available to supply a series of tanks right along the waterfront and on the upper levels as well, to which it could easily be pumped by the fire engines, thus saving many people a very long journey.

Of course we shall be told that the Government has no more water boats, or no more pumps to pump the water from them, but that is an old, old story! There are very many pumps to be obtained in the Colony from private firms, and we believe that, if approached on the subject, many owners would lend their pumps free of charge in view of the very grave state of affairs. As to water boats, they could be obtained literally by the hundred. It does not require a boat of special construction to carry water. Ships often fill up their tanks from water brought off in their own boats, and any junk, so long as it was clean and watertight would make an excellent waterboat in case of emergency.

As for towage, it is a well known fact that Hongkong possesses more tugs and launches than any other port in the world, so that question is easily settled.

It will thus be seen that we have the water the boats the pumps and the tugs all ready to hand for the increase of the very scanty water supply, and yet we are told that the Government is doing its utmost and sparing no expense!

The Water Authority even goes so far to try and convince us by figures that we are, all getting rather more water than we want.

Truly, such a state of affairs would never be allowed to exist in any other place than Hongkong—but here we have a set of officials who are only too willing to let everything slide so long as they can log along in

their own slipshod way. It must have been patent for several years past to any reasoning man that the water supply of the Colony was totally inadequate to carry us through a prolonged drought. For the last three years we have been put on short commons in the dry season, and yet nothing has been done to place our water supply on a proper footing.

Instead of tackling matters boldly our Public Works Department has allowed itself to get hopelessly behindhand in its work, as shown

by the recent Commission, and we are now

face to face with a situation which could

never have occurred had sensible business

men been at the head of affairs. If any

doubt the justice of this statement they have

only to look to Messrs. BURRYFIELD AND

SWIRE'S Sugar Works. A business man was

at the head of affairs there, with the result

that instead of being dependent upon the

Government water supply the firm is able to

come forward and lend the Government

water when its own want of foresight has

placed it in an unpleasant predicament. We

commend the letter of A Scorsman, appearing

elsewhere, to the perusal of the Govern-

ment.

## THE RETURN OF VISITORS to the City

Hall Library and Museum for the week ending

4th inst. shows—

Library, Museum,

Non-Chinese ..... 101

Chinese ..... 143

Total ..... 413

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few minutes, and then move nearer by a few feet, to the precious supply.

Now let the ricksha convey you to Wan-chai, and at Queen's Road East, see how the families get their supply. Follow the water carriers up over the hill leading to Happy Valley, go with them along the patched and dusty road by the Race Course, and branch off in the direction of Tyman. Visit that rocky little nook sheltered by trees beneath which a tiny stream feebly trickles down to where a crowd of carriers are clustered with their watering pots. Notice how they snap off a few leaves from a shrub here and there to lay the buckets to keep the water steady, and then return with them into the scorching sun; and observe how resigned they all appear to a situation which, to the Colonisers of this fair port must be unknown—ever un dreamt of!

What does it all mean? Surely, that someone has "bundered" and that at length the time had come to impress the fact upon the minds of those responsible. Had the drought kept off a few years when the population of the Colony had become greater and spread along the higher levels, when Kowloon had extended far into the Hinterland then a water famine would indeed be keenly felt by every section of the community. But, today, it is very evident that the European community has not fully realised the extent to which the native community is at present suffering. To us the time and labour expended by them in fetching water can scarcely be conceived.

From day break to sunset they wander along the hill paths peering into nullahs and crevices until at length their search is rewarded and a trickling stream provides sufficient water for a family. Many have to leave work and pay to join in the search, and not a few, whose daily earnings are of the smallest, appear content to fill a bucket from the nearest stream, however contaminated it may prove. Certainly, many wells are about to be reopened, but in all probability the authorities may reclose them after taking an analysis of the contents. Chinese appear to be most careful of what they drink and, as one of the members suggested at a recent meeting of the Sanitary Board, it would surely suffice if notices were posted above the wells that have been reopened warning the people in case the water was polluted that it was unfit for potable purposes. Then the native community could use their own discretion and, in many instances, instead of trudging many weary miles for water to be utilised for washing purposes could go to these wells and get all that was needed.

The man who to-day toils with his pots and pans along the streets and the bypaths of the upper levels in the hope that he will still find his load of water, has essayed a task which, under existing conditions is becoming even more hopeless and heart breaking as the days pass. That we have such a supply had by must be looked upon as providential, for had we been entirely isolated from water on the mainland Hongkong would undoubtedly have been stranded on the verge of calamity instead of being fairly safe for some time to come if the water is brought across.

It is to be hoped that history will not repeat itself, nor the Government fall back into that apathy which has been emphasised to such an extent by the incidents of the present drought. It may be a blessing in disguise, and through everyone could have done without it, it behoves those in authority to strive to improve matters and guard against a second visitation with its accompanying loss of health and wealth.

#### CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by Correspondents in these columns.

#### THE WATER FAMINE.

To THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR.—In view of the exceedingly critical state of affairs consequent on a drought of unprecedented length, and the evident desire of His Excellency the Officer Administering the Government to do all in his power to alleviate the pitiable condition of the masses, I take it that any suggestions relative to an improvement of the wholly inadequate water supply will receive the favour of slight consideration and lead to some inquiry relative to the feasibility of plans suggested. The Government has not invited the public—though it has doubtless consulted them indirectly—to suggest anything.

It is pleasing to see that Mr. T. Whitehead has formulated searching questions which should be answered as speedily as possible. Is it necessary that the hard-and-fast rules of the Legislative Council be adhered to in time of water famine? I know not! Far better would it be for the authorities to make a plain statement and give it out to the foreign and native papers for publication.

The water supply from the mainland is in adequate from various causes: (a) insufficient water boats; (b) slow tow boats; (c) insufficient aid in filling the boats; (d) insufficient tanks along the Praya; (e) insufficient taps attached to the water tanks, etc., etc.

Why is not the Praya East supplied with water tanks (say half a dozen)? The dense population of the Wan-chai district are to be seen going in droves higher and thither in search of water, many going to Wongneichong Village and up that valley.

Why does not the Public Works Dept. set to work to improve the supply from nooks and crannies along the Kennedy and other roads?

If a few coolies in charge of Foremen were sent along Kennedy Road and other places with orders to dig out and enlarge the places where the patient sufferers are to be seen slowly filling their buckets drop by drop then they could more easily fill their pots and pans.

A boat or two in some places would greatly improve matters; a pick and shovel would do more service than other articles. There is, in particular, a point on Kennedy Road just at the

back of the Electric Light works where a blast or two would do much good.

There is a small stream in the hills at the rear and to the south of the Tai-koo Reservoir constructed in Tsat-tse-mo district. This stream is running from a considerable height in the high hills and water could, with pipes, be brought sufficiently near the residential parts of the east end of the city to give some slight relief to the people.

If, too, the torpedo boats which are swinging listlessly at the buoys of Wan-chai were put into service to tow water-boats they would render good service to His Majesty's subjects by accelerating the service.

At least three times the number of water-boats, junks &c., and tugs are needed to improve matters, and the service should be extended along the water front of the whole city of Victoria.

It may seem very dreadful to officers of H. M. Navy that a "land-lubber" should suggest that fast and furious torpedo boats and "destroyers" should be requisitioned for towing purposes, but circumstances alter cases and the present situation is quite unparalleled in the annals of Hongkong. True, we had a water famine a few years ago, but it was not nearly so serious as the present drought; moreover, the authorities would appear to have learnt nothing from experience on the last occasion when the water was fetching 10 and 15 cents per bucket.

In addition to using destroyers, I would suggest that some of the little gunboats might be used for towing water-boats of various kinds to and from various points on the mainland, even as far as Mui Po, if need be.

Is it right that the people should have to supply themselves with "free water" at the rate of 10 to 20 and 30 cents per bucket? Would it not be better for Government to engage several hundred coolies and pay them to deliver the water? In any case is it fair that the population of this city should be made to pay water rates when for weeks past the supply has been almost entirely cut off from tens of thousands?

I think you will concur with me, Sir, in the opinion that if His Excellency, the Acting Governor would seek information from other than official creatures who are bubbling over with statistics and pleasing platitudes that he would get useful knowledge and would speedily see to it that whatever improvement in the supply is possible shall be made without delay. And he would, too, no doubt be able to make to the Imperial authorities practical suggestions for the permanent improvement of our water supply.

In conclusion, permit me to suggest that we rally together and publish facts relative to the present state of affairs in Lintin, Taipo and other parts of the New Territory it would prove very interesting and serve, probably, a very useful purpose.

Yours faithfully,  
A SCOTSMAN.  
Hongkong, 5th May, 1902.

#### ROYAL ENGINEER VARIETY CLUB.

This pretty little theatre was filled to overflowing on Saturday night. The programme submitted was a good one, and to judge by the frequent applause and encores, every credit

reflects on the manager, the popular Sgt. J. J. Conway, R.E. The programme which was a lengthy one was faithfully gone through without a hitch. Each and all did their part well. The first item on the programme was a song entitled "The Swimming Master" which was ably rendered by Pte. Dean. This was followed by S. Sgt. Axford in "Oh Oh hear the wild winds blow." Mr. J. H. Caxberry delighted his audience with his rendering of the popular "Island of Dreams," and as an encore "Garden of Sleep," his powerful tenor voice suiting the song admirably. This gentleman also gave a fine vocal production of "Because" in the second half of the programme. Mention must be also made of the songs—all of which were greeted with rounds of applause—by Mr. G. Whittick, Capt. W. Docktree, Pte. Kent, Pte. Burgess, S. Sgt. Burnett and Mr. W. Whitter.

The evening's entertainment was brought to a close with an original farce entitled "Vigil of Murder." The programme will be repeated again to-night.

#### THE SHANGHAI RACES.

The Shanghai Spring race-meeting commences at noon to-morrow Tuesday, the 6th inst., and will be continued on the 7th and 8th. Friday, the 9th, will be a *day non* as far as racing is concerned, the Off-day Races being for Saturday, the 10th May.

A correspondent informs us that most of the training has been confined to "pows" on the Sicawei and some of the fine new roads in the French Concession. This has been done to the heavy and well-nigh continuous rainfall throughout the last eight weeks. Under these circumstances, and assuming the course is either heavy, or very muddy, it is not improbable that the really fleetest jockeys will get "back seats," the various events being pulled off by the strongest and best "stayers." Should the weather be clear and sunny for two or three days prior to the meeting, good racing and fair last times may be looked for as there is some good cattle on the course.

For the chief Griffin events Mr. Barley's stable appears to be in strong favour as the result of the selling sweep's at the Shanghai Race Club held on the 20th ultimo, indicate. There would appear to be an unusual amount of interest in the Shanghai Derby (1½ miles), to be run on Wednesday, while for the Gold Challenge Cup (1¼ miles, which is the Champions distance) on the first day, there will no doubt be very keen competition. For this event Mr. Barley's stable fished 33½; Middy

30; Herbert 28; and the rest 25. The Grind Stakes, Value, Tls. 200. Second Pony, Tls. 50. If five or more starters, Third Pony, Tls. 25. For China Ponies, being *bond side* Griffins at date of entry, 100 added. Second Pony, Tls. 50. If five or more starters, Third Pony, Tls. 25. For China Ponies, Weight for inches as per scale. Entrance, Tls. 5. One mile.

The CATHAY CUP, Value, Tls. 250. Second Pony, Tls. 50. If five or more starters, Third Pony, Tls. 25. For China Ponies, Weight for inches as per scale. Griffins at date of entry, allowed 7 lbs. Entrance, Tls. 5. One mile and a half.

The AUSTRALIAN PLATE, Value, Tls. 250. Second, Tls. 50. If five or more starters, Third, Tls. 25. For all Shanghai Subscription Ponies and Hongkong Ponies that were entered for Hongkong Official Races in 1901/2. Weight for inches as per scale. Entrance, Tls. 5. One mile.

The HART LEGACY CUP, Presented by late Mr. James Hart, Value, Tls. 100 with Tls. 100 added. Second Pony, Tls. 50. If five or more starters, Third Pony, Tls. 25. For China Ponies, Weight for inches as per scale. Entrance, Tls. 5. Half a mile.

The KIANGSU CUP, Value, Tls. 250. Second

Pony, Tls. 50. If five or more starters, Third Pony, Tls. 25. For China Ponies. Weight for inches as per scale. Jockeys that have never won an Official Race allowed 5 lbs. Entrance, Tls. 5. One mile and three-quarters.

The SHANGHAI GOLD CHALLENGE CUP, Pre-

sent: Value, 500 Guineas. For China Ponies, being *bond side* Griffins at date of entry, 100 added. Second Pony, Tls. 25. For

China Ponies, Weight for inches as per scale. Griffins at date of entry, allowed 7 lbs. Entrance, Tls. 5. One mile.

The CATHY CUP, Value, Tls. 200. Second

Pony, Tls. 50. If five or more starters, Third

Pony, Tls. 25. For China Ponies, Weight for inches as per scale. Griffins at date of entry, allowed 7 lbs. Entrance, Tls. 5. One mile.

The GRIND STAKES, Value, Tls. 200. Second

Pony, Tls. 50. If five or more starters, Third

Pony, Tls. 25. For China Ponies, Weight for inches as per scale. Griffins at date of entry, allowed 7 lbs. Extra, Tls. 5. One mile.

The CATHY CUP, Value, Tls. 200. Second

Pony, Tls. 50. If five or more starters, Third

Pony, Tls. 25. For China Ponies, Weight for inches as per scale. Griffins at date of entry, allowed 7 lbs. Extra, Tls. 5. One mile.

The CATHY CUP, Value, Tls. 200. Second

Pony, Tls. 50. If five or more starters, Third

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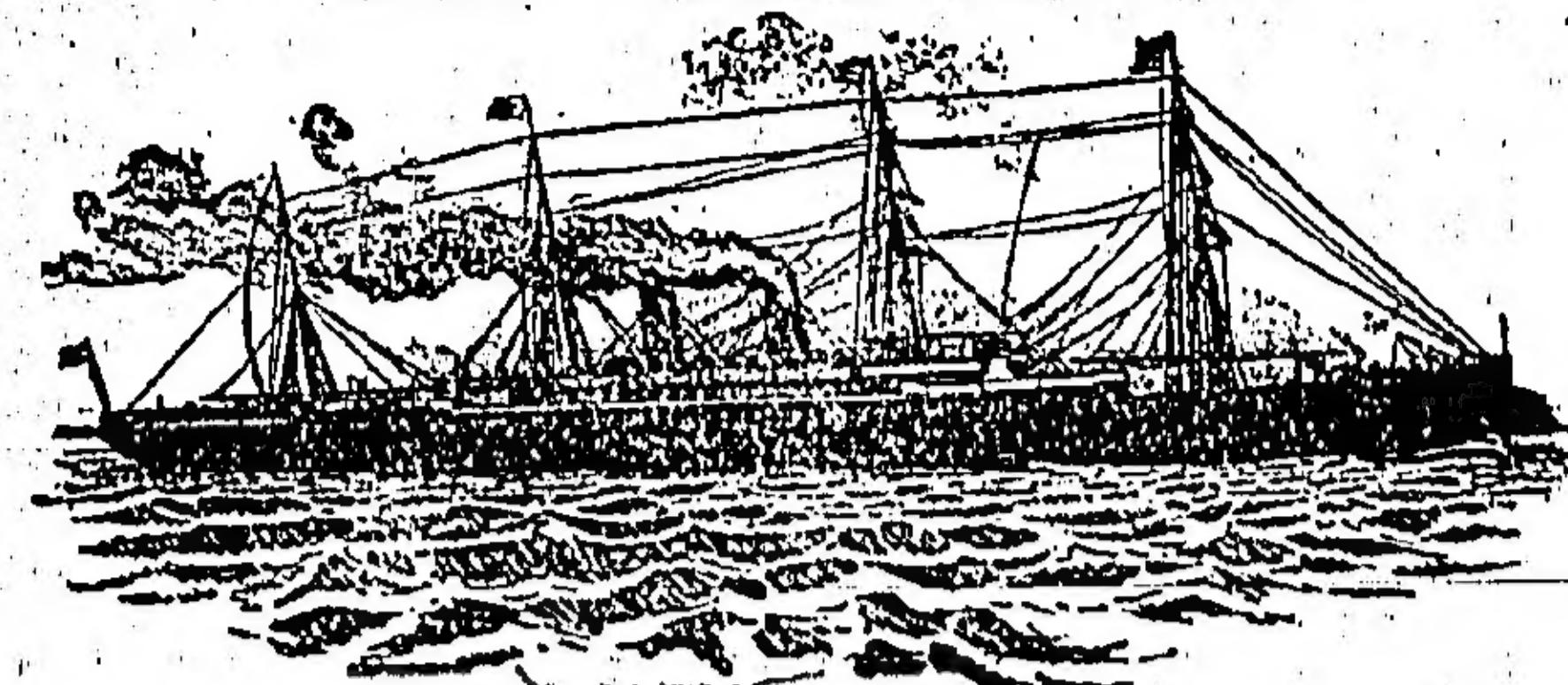
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The CATHY CUP, Value, Tls. 200. Second

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Mails.

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CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING".....	TUESDAY, 6th May, at Noon.
"GAELIC".....	THURSDAY, 15th May, at Noon.
"HONGKONG MARU".....	FRIDAY, 23rd May, at Noon.
"CHINA".....	SATURDAY, 31st May, at Noon.
"DORIC".....	SATURDAY, 7th June, at Noon.
"NIPPON MARU".....	TUESDAY, 17th June, at Noon.

THE P. M. Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 6th May, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £1 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only), are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Rotura Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received at Board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Comptroller's Office addressed to the Collector of Customs at San Francisco.

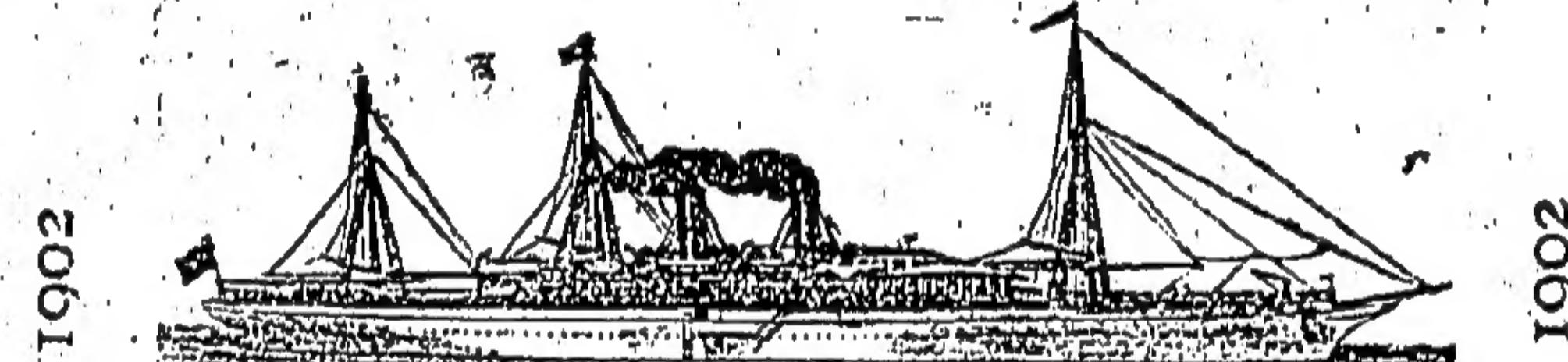
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,  
Agent.

Hongkong, 29th April, 1902.

## CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, E.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

R.M.S. EMPIRESS OF JAPAN.....	Comdr. H. Pybus, R.N.R.....	WEDNESDAY, 14th May.
" ATHENIAN".....	Comdr. H. Mowatt.....	WEDNESDAY, 21st May.
" EMPIRESS OF CHINA".....	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 4th June.
" TARTAR".....	Comdr. E. Beetham, R.N.R.	WEDNESDAY, 21st June.
" EMPIRESS OF INDIA".....	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 25th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (R.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passenger to Great Britain and the Continent are given choice of.

Passenger Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to:

D. E. BROWN, General Agent,  
Pedder's Street.

Hongkong, 23rd April, 1902.

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIAITISCHER FRACHTDAMPFER DIENST.

(Taking cargo at through routes to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASCOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA AND BALTIK PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	FREIGHT.
ADRIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	10th May.	Freight.
Knuth.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	21st May.	Freight.
SAXONIA.....	(Calling at SINGAPORE and PENANG).	4th June.	Freight.
Jaeger.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	18th June.	Freight.
SERBIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	1st July.	Freight.
Brehmer.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	15th July.	Freight.
SUEVIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	30th July.	Freight.
Brock.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).		
STRASSBURG.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).		
Madsen.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).		
SAMBIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).		
Scmidt.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).		
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Bahle.....	For further Particulars, apply to		

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Building.

Hongkong, 1st May 1902.

## Furmations.

THE CHINA & JAPAN TELEPHONE  
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LIMITED.

HONGKONG EXCHANGE,  
OPEN DAY AND NIGHT.

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EXCHANGE LINES, \$100 Per Annum.

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NO CHARGE FOR INSTALLATION.

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more than average length.

ELECTRIC SUPPLIES OF EVERY DES-  
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INCLUDING—

BATTERIES, CHEMICALS,

LECTRIC BELLS,

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PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,  
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Estimates given for all kinds of Electrical  
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Trained Mechanicians sent to Out-ports to fit  
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For full Particulars, &c., &c.,

Apply to S. J. GODWIN;  
Acting Manager.  
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THE NEW FRENCH REMEDY.

## THE THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Robert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THE THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THE THERAPION No. 2, for impurity of the blood, scurvy, pimpls; spots, blisters, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THE THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THE THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 2/- and 4/- In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited,  
Hongkong, China and Manila.

[44d]

CARLKE'S B 41 PILLS are warranted to cure, in either sex, all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years. In boxes, 45, 6d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Middle Counties Drug Company, Lincoln, England.

[28]

**SAVARESSE'S  
SANDAL  
CAPSULES**  
Not made of Gelatine; most efficacious, because  
absolutely pure English Oil.  
Full Directions. All Chemists.  
Insist on Savaresse's.

[495c]

GIRAUDET: for TABLE DELICACIES  
by every Mail.

## TIENTSIN DAY BY DAY.

(From Our Own Correspondent)

TIENTSIN, April 27th.

Some rumour was active here last night with matters in Peking and more or less vague reports were in circulation that for some reason or another the French, Belgian and Italian Ministers had experienced some personal unpleasantness at the hands of the Chinese, and had seen fit to double the guard at their respective Legation gates; that there had been a collision between foreign soldiers and Chinese troops near the Peitang, etc., etc.

Latest accounts from Honan are that the rebels have taken four towns. Reinforcements are being sent to the Government troops.

An Arsenal is to be established outside Peking and the Provisional Treasury has purchased 31 acres of land for the purpose and work will commence at once.

Chin Chu Te, a Military Officer, was recently appointed superintendent of the Peiho by Imperial Edict. Appointments of this kind have gone on throughout the reign of the T.P.G. just as a demonstration that the Government do not recognise their foreign substitutes.

The question in which interest centres at present is whether they will respect all action taken by the T.P.G. when the City is handed over.

The third report of the Peiho Conservancy Board has just been published and shows that a considerable amount of work has been done on the river, which is greatly improved, as small steamers are now continually at the Bend.

But the matter of chief moment is the Bar, and next month surveying operations there will be commenced by the Harbor and on the report sent in will depend Tientsin's future prospects of the proper navigation of the river and the accessibility of the place to commercial and war vessels as of old.

Robert Hart will not back any scheme unless there is sound prospect of success.

The unusual character of this Imperial visit to the Tombs, to which the whole Court has gone, is due to the compunction of the Dowager in leaving the graves of the Imperial ancestors unprotected at the time of the flight two years ago, and she feels that the fullest atonement is required.

The unusual character of this Imperial visit to the Tombs, to which the whole Court has gone,

porting the verandah. There were several finger impressions on the post; many of them overlapping. Several hands made the marks on some of the exhibits. Two distinct impressions of middle and ring fingers of a right hand were on one of them. The impressions on another showed so many "whorls" that it was impossible to give an opinion. On the 10th inst. he cut away a number of impressions, among which were impressions of middle, ring and little fingers of a left hand. The little finger impression was a "whorl" the other two "loop." None of the these distinct impressions corresponded with the impressions taken of the defendants' hands, but he would not say the impressions of these men's fingers were not on the post. The overlapping was so very confusing. He was aware that it was said the robbery and murder might have been committed by men who had been working in the house. With this in view he examined the impressions of the fingers of all the employees of the Tanjong Pagar Dock Coy. and of Messrs. J. Little & Co. who had been working at "Draycot," but none of them corresponded with the distinct impressions he had selected. He noticed that some of the lattice work in the front verandah had been cut away. This was close to the bolt of the door, and enabled a hand to be introduced to raise it. He knew nothing about the position of the ropes found.

#### OTHER WITNESSES.

Timah said she was Mrs. Rutherford's ayah, and that Miss Gunn used the pillow produced on her bed. The pillow case produced belonged to it.

Leong Ah Kum said she was an inmate of a brothel at Chin Hin Street. She remembered the arrest of Leong Ah Yew, in her house about 3 a.m. on the 10th inst. She went there about 7 p.m. on that date.

Tay Ah King said he was head "boy" to Capt. Snow. Mr. Muir lived in the same house. He remembered the night of the 9th. He knew No. 2, who was at his place on the morning of that date, and again about 10 p.m. that night and stayed about a half an hour. If No. 2 had slept there that night, Wednesday the 9th, he, witness, must have seen him.

Detective Inspector Brannan said he received intimation of the murder about 5 a.m. on the 10th and proceeded to "Draycot" to make investigations. He noticed a post on the left with finger impressions on it. He found two pieces of cord on the verandah just inside where the burglars had entered. Another piece was on the ground outside near the post bearing the finger impressions. This piece had been cut from the chick.

#### PRISONERS COMMITTED.

Mr. Innes said this was the case for the prosecution, and he would ask the Court to commit the accused on the charges of murder and house breaking, by night with intent to commit theft. The evidence of the ladies was ample evidence on which to send No. 1 and 3 up for murder. As to No. 2, he was known to be with the others, and it was for him to give an account of himself on the night of the murder. The charges were framed accordingly under sections 302 and 457 of the Penal Code, and read to the accused, who were told by the Court that the depositions would be read to them and that if they wished to make any statement it would be taken down. The Court then adjourned.

[The *China Mail* states that two of the men have since been sentenced to death, and the third to fourteen years' imprisonment with hard labour.—Ed., *H.K. T.*]

#### THE DISAPPEARING DOLLAR.

##### A STRAITS OPINION.

Thus the *Malay Mail* of 22nd April:

We have during the past few days, briefly drawn the attention of our readers to the alarming downward trend of the Silver currency as measured in sterling values, and it may interest them—especially those who are compelled to make home remittances, if we go somewhat deeper into the subject.

In the year 1873, silver was quoted at 60 pence per oz, standard, the world's production being \$57,000,000 oz, and, with but a slight reaction in the year 1890, it may be said that silver has gradually fallen ever since, until we find the present quotation standing at 24½ pence per oz, with an output of 176,000 oz per annum, which, it may safely be added, can be increased ad libitum as circumstances necessitate.

From the above it can be readily seen that silver cannot come under the provisions enumerated by Jevons and other great economic scientists, as representing a monetary common measure of values, and the sooner the subject is seriously tackled the better, as we insist that the axiom "the greatest good for the greatest number" must apply in its full force to such an important and far-reaching subject as the value of our silver exchange.

It will generally be found that individual interests prove the lion in the way of obstructing the making of any vital and necessary alteration for the general public weal, and, therefore, we should prefer to reserve our own opinion as to what should be done to render our exchange more stable, and rather appeal to the public spirit of the European community generally, more especially to that of Singapore, Hongkong and Shanghai, to cast aside community personal interests and make a strenuous and combined effort to effect what most assuredly may be termed a pressing need, for a change in the currency, and thus find out what can be done.

The Malay Peninsula, together with the surrounding islands and China are among the

GIRALDT GENERAL GROCERIES PROVISION and BAKER

remaining countries that have not endeavoured to place their coinage on a gold basis or standard, and we ask why should this be? Perhaps the large exporting houses may be able to offer their share of the answer to the question, because to them a low exchange and, still better, a falling one, is a sine qua non to a good year's profit. Consequently, help cannot well be looked for in this influential direction; and we should therefore recommend that an impartial and unbiased committee of shrewd, practical men be appointed by the combined Governments of the Straits Settlements and Hongkong to consider this vital and portentous question.

As an incentive to action let us take India with her teeming millions who suffered once as we are suffering now from a diminished exchange. This vast country has secured, let us say for safety's sake, a temporary measure effecting stability in the exchange, which has placed the Rupee on a \$1-a-oz basis; as a result, the maximum fluctuation of last year was less than one per cent. Compare this with our dollar exchange, which has actually fluctuated four per cent during the past fortnight! In the meantime, our neighbours in the Dutch Indies, with a huge native population to deal with, have continued to regulate their coinage, which is also on a gold basis, in such a way that the maximum fluctuations in exchange are but from two to three per cent. per annum.

Again, moving eastward, patriotic Japan, with the balance of trade during the past few years against her, has still manfully struggled on and maintained her gold standard.

Our geographical position is thus in favour of a gold basis or standard being adopted, whilst the need for it is imperative, and we emphatically state that it is the duty of the responsible Governments to take the initiative in insisting that their coinage shall enjoy more stability.

The old argument of China not being able to adopt any other measure but a silver medium of exchange, can now be dismissed as absolutely erroneous, for it is to the interest of that country in her present helpless condition of suffering from indemnity squeezing and the prospective heavy disbursements which she may be called upon to make to the European powers, and which must seriously affect the balance of trade, to heartily support any protective measure that the neighbouring ports may propose to adopt, to obtain a fixity in the nimble and ever-decreasing purchasing power of her standard coin.

Thus we see that silver, as a medium of exchange with gold-using countries, on which we are so greatly dependent, is a practical failure, and we now desire to arrive at a carefully prepared system whereby our currency may be reorganized and placed upon a sound and businesslike footing.

#### DO HIGH-SPEED ATLANTIC LINERS PAY?

It is only because of the strength and great national value of our shipping industry that vigorous effort is made from time to time to wrest from us our sea supremacy; and this is but another way of saying that to secure our continuance as the ocean carriers of the world, we must maintain that progressive enterprise which has given us first place among maritime nations. It is, therefore, gratifying to learn that the Cunard Company have at last awakened to the fact something ought to be done to recover from the Germans the blue-riband for Atlantic high speed. The Cunard Company, with characteristic caution are, however, considering the question, in all its bearings, and their first step is merely to ask the three leading shipbuilding firms—Vickers, Fairfield, and Brown—to submit three alternative designs for a vessel 700ft. long to steam 24 knots, 23 knots, and 18 knots on the Atlantic, with an estimate of the first cost, and some information regarding personnel and coal expenditure. This will raise the whole question as to whether the game is worth the candle. The company's steamers *Campania* and *Lucania*, of 12,500 tons gross register, maintain 22 knots on the Atlantic, with the engines developing 28,000 indicated horse-power. To increase this speed to 23 knots will necessitate not only a larger and costlier ship, but an addition of 8,000 horse-power to the machinery; while to get 24 knots it is computed that the power will have to be 40,000 indicated horse-power. Thus on addition to speed of two nautical miles per hour adds to the fuel consumption 290 tons of coal per day, assuming a very high efficiency to be got from the machinery, bringing the total per day to 750 tons, or 13 ton per mile steamed. An 18-knot boat, on other hand, would consume considerably less than half this total amount of coal, and her expenses for oil and other stores, and for wages in the engineering department, would be correspondingly lessened. Moreover, the 18 knot boat may profitably carry a large quantity of cargo, and her machinery will require but one-half the space and weight of that of the 24-knot liner. It does not pay to take cargo at the high speed. Against this, however, there must be placed the higher rates which may be charged for passengers. The minimum first-class rate on the fast German ship is about 20/- in 22 and 21-knot ships, it is 12/- while there is, again, a great difference in the maximum, maybe 25/- fares being taken, and others range up to 40/- A large percentage of American tourists insist on travelling in the fast ships, and the German lines are satisfied that the high-speed liner pays.

They add to the resources of a nation in war times, and for this reason larger Admiralty subscription rates are justifiable. National prestige and the company's enterprise which they indicate are also worthy of some consideration.—Engineering.

GIRALDT: for RED, WHITE, BLUE, GREAT SPECIALTY COFFEE.

ITS USE  
W. G. HUMPHREYS & Co.  
Bank Buildings  
Hongkong, 10th March, 1902.

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 50.

For Terms, &c., apply to the  
MANAGER.

Hongkong, 2nd July, 1902.

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THE most centrally situated Hotel in Yokohama, within five minutes of Hatoba (Landing Pier), Banks, Post Office, and Principal Foreign and Japanese Stores. French Cuisine. Airy and Spacious Bedchambers. Electric Light throughout. All steamers met on arrival. Tariff inclusive of board from 3 yen a day. French Spoken. English and French Billiards. Good qualities of Wines and Liquors.

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27th March, 1902.

## L. VERISSEL, Proprietor & Manager.

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QUEEN'S ROAD.

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EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED, CIVILITY AND ATTENTION.

TERMS MODERATE.  
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J. H. WAINWRIGHT,  
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879,17.11.00

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\$9,000,000 = £827. 6.10. 8

45. 19. 3. 4 = 52. 9. 9. 11

70. 0. = 1. 10. 1

.600 = 1. 1. 3

.700 = 1. 1. 9

879,17.11.00

Every care has been taken in compiling these Tables to insure their accuracy and even as the book was being printed the last impression of each sheet was taken and carefully rechecked by two separate persons and any little errors in reading which will crop up in such works as these are carefully corrected in each copy before it is issued, thus making it the most accurate and useful book. Price for this and the previous volume, \$10 per copy.

Hongkong, 3rd April, 1902.

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CHINA NAVIGATION COMPANY, LIMITED.

## STEAMERS TO SAIL

FOR	STEAMERS	TO SAIL
SHANGHAI and CHINKIANG (Taking Cargo on through B/L to all Yangtze and Northern China Ports)	"HANOCHOW"	6th May.
KOBE and YOKOHAMA	"CHANGSHA"	6th May.
ILIGO and CELEB	"PAKHOU"	6th May.
WEI-HAI-WEI and TIENTSIN	"KWEIYANG"	5th May.
AMOY, SAMARAN and SOURABAYA	"SHANJUANG"	20th May.
PORT DARWIN, THURSDAY ISLAND, CROWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE (Taking Cargo and Passengers at through Rates for New Zealand Ports)	"TSINAN"	20th May.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

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FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"DEUCALION"	7th May, 1902.
"	"POLYPHEMUS"	14th "
"	"PELEUS"	21st "
"	"STENTOR"	29th "
"	"ALCINOUS"	4th June,

HOMEWARDS.

FOR LONDON	DUE
"MACHAON"	13th May, 1902.
"GLAUCUS"	27th "
"AGAMEMNON"	10th June, "
"STENTOR"	24th June, "
"ALCINOUS"	8th July, "

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES)

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"INDRAVELLI," "INDRAPURA,"

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The Steamer "INDRAVELLI" will be despatched for PORTLAND (OR.) on or about the 7th May.  
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12604

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Destinations	Steamers	Captains	Sailing Dates
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FOR TAMSUI, "DAIJIN MARU"	T. Ogata	SUNDAY, 11th May.	
FOR ANPING, "MAIDZUNU MARU"	T. Saito	WEDNESDAY, 14th May.	
FOR TAMSUI, "DAIGI MARU"	T. Kitano	SUNDAY, 18th May.	

\* Via SWATOW and AMOV.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

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OSAKA SHOSEN KAISHA.

For Freight, Passage and further Information, apply to  
THE MITSUI BUSSAN KAISHA,  
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Hongkong, 5th May, 1902.

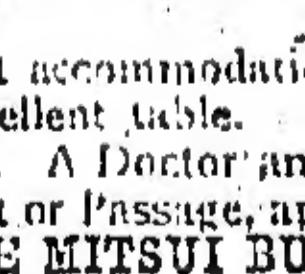
TOYO KISEN KAISHA,  
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THE Company's well-known Steamship  
"ROSETTA MARU," 3,876 Tons, will be despatched hence for MANILA on WEDNESDAY, the 7th instant.

Magnificent accommodation, comfortable cabins. Excellent table. Unrivalled speed. Electric light. A Doctor and Stewardess.

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THE MITSUI BUSSAN KAISHA  
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FOR SYDNEY AND MELBOURNE.  
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THE Steamship "AUSTRALIAN," Captain Helms, will be despatched as above on THURSDAY, the 8th May, at Noon.

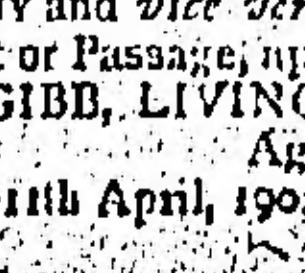
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

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For Freight or Passage, apply to



GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, 11th April, 1902.

[43d]

[451d]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

FIUME AND TRIESTE (DIRECT). Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, BOMBAY, KARA-CHI, ADEN, SUEZ AND PORT SAID.

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THE Company's Steamship

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SANDER, WIELER &amp; CO., Agents.

Hongkong, 1st May, 1902.

[452d]

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## STEAMERS.

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JARDINE, MATHESON &amp; CO., General Managers.

Hongkong, 5th May, 1902.

[505d]

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## FOR MANILA (DIRECT).

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Captain S. T. Bhakundi, will be despatched for the above Port, on FRIDAY, the 9th instant, at 4 P.M.

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A Doctor is carried.

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SHEWAN, TOMES &amp; CO., General Managers.

Hongkong, 5th May, 1902.

[503d]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

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THE Company's Steamship

"SUISANG,"

Captain Tadd, will be despatched as above on FRIDAY, the 9th instant, at 2 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, 3rd May, 1902.

[507d]

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"MACDUFF," 24th May.

"SATSUMA," 21st June.

"SHIMOSA," 7th June.

"HEATHORN," 21st June.

"RICHMOND CASTLE,"

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DODWELL, &amp; CO., LIMITED.

Hongkong, 5th May, 1902.

[539d]

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All Claims must reach us before the 12th instant, or they will not be recognized.

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NORDDEUTSCHER LLOYD.

MELCHERS &amp; CO., Agents.

Hongkong, 2nd May, 19



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April 30th.

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